



**[4910-13]**

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 71**

**[Docket No. FAA-2019-0932; Airspace Docket No. 19-ASO-24]**

**RIN 2120-AA66**

**Proposed Removal of Class E Airspace, and Proposed Amendment of Class D and Class E Airspace; Jacksonville, FL**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This action proposes to remove Class E airspace area designated as an extension to a Class D surface area for Cecil Airport (previously Cecil Field), Jacksonville, FL, as the Cecil very high frequency omnidirectional range (VOR) has been decommissioned, and the VOR approach cancelled. This action would also amend Class D and E airspace by updating the following airport names: Jacksonville NAS (Towers Field) (previously Jacksonville NAS); Herlong Recreational Airport (formerly Herlong Airport); and, Jacksonville Executive Airport at Craig (previously Craig Municipal Airport). Controlled airspace is necessary for the safety and management of instrument flight rules (IFR) operations in the area. Also, this action would update the geographic coordinates of Cecil Airport, Jacksonville NAS (Towers Field), Jacksonville International Airport, Mayport NAS, and Whitehouse NOLF. This action also

would make an editorial change replacing Airport/Facility Directory with the term Chart Supplement in the legal descriptions of associated Class D airspace.

**DATES:** Comments must be received on or before [INSERT DATE 45 DAYS AFTER THE DATE OF PUBLICATION IN THE FEDERAL REGISTER].

**ADDRESSES:** Send comments on this proposal to: the U.S. Department of Transportation, Docket Operations, 1200 New Jersey Avenue SE, West Building Ground Floor, Room W12-140, Washington, DC 20590-0001; Telephone: (800) 647-5527, or (202) 366-9826. You must identify the Docket No. FAA-2019-0932; Airspace Docket No. 19-ASO-24, at the beginning of your comments. You may also submit comments through the internet at <https://www.regulations.gov>.

FAA Order 7400.11D, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at [https://www.faa.gov/air\\_traffic/publications/](https://www.faa.gov/air_traffic/publications/). For further information, you can contact the Airspace Policy Group, Federal Aviation Administration, 800 Independence Avenue, SW, Washington, DC, 20591; telephone: (202) 267-8783. The Order is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order 7400.11D at NARA, email [fedreg.legal@nara.gov](mailto:fedreg.legal@nara.gov) or go to <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

**FOR FURTHER INFORMATION, CONTACT:** John Fornito, Operations Support Group, Eastern Service Center, Federal Aviation Administration, 1701 Columbia Avenue, College Park, GA 30337; telephone (404) 305-6364.

**SUPPLEMENTARY INFORMATION:**

**Authority for this Rulemaking**

The FAA's authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. Subtitle I, Section 106 describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the agency's authority. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart I, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it would remove Class E airspace at Cecil Airport, and amend Class D and E airspace in the Jacksonville, FL area to support IFR operations in the area. FAA Order 7400.11, Airspace Designations and Reporting Points, is published yearly and effective on September 15.

**Comments Invited**

Interested persons are invited to comment on this proposed rulemaking by submitting such written data, views, or arguments, as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory,

aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify both docket numbers (Docket No. FAA-2019-0932 and Airspace Docket No. 19-ASO-24) and be submitted in triplicate to DOT Docket Operations (see “ADDRESSES” section for the address and phone number.) You may also submit comments through the internet at <http://www.regulations.gov>.

Persons wishing the FAA to acknowledge receipt of their comments on this action must submit with those comments a self-addressed stamped postcard on which the following statement is made: “Comments to FAA Docket No. FAA-2019-0932; Airspace Docket No. 19-ASO-24.” The postcard will be date/time stamped and returned to the commenter.

All communications received before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this document may be changed in light of the comments received. All comments submitted will be available for examination in the public docket both before and after the comment closing date. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

#### **Availability of NPRMs**

An electronic copy of this document may be downloaded through the internet at <https://www.regulations.gov>. Recently published rulemaking

documents can also be accessed through the FAA's web page at [https://www.faa.gov/air\\_traffic/publications/airspace\\_amendments/](https://www.faa.gov/air_traffic/publications/airspace_amendments/).

You may review the public docket containing the proposal, any comments received and any final disposition in person in the Dockets Office (see the ADDRESSES section for address and phone number) between 9:00 a.m. and 5:00 p.m., Monday through Friday, except federal holidays. An informal docket may also be examined between 8:00 a.m. and 4:30 p.m., Monday through Friday, except federal holidays at the office of the Eastern Service Center, Federal Aviation Administration, Room 350, 1701 Columbia Avenue, College Park, GA 30337.

### **Availability and Summary of Documents for Incorporation by Reference**

This document proposes to amend FAA Order 7400.11D, Airspace Designations and Reporting Points, dated August 8, 2019, and effective September 15, 2019. FAA Order 7400.11D is publicly available as listed in the ADDRESSES section of this document. FAA Order 7400.11D lists Class A, B, C, D, and E airspace areas, air traffic service routes, and reporting points.

### **The Proposal**

The FAA proposes an amendment to Title 14 Code of Federal Regulations (14 CFR) part 71 to remove Class E surface airspace designated as an extension to a Class D surface area at Cecil Airport due to the decommissioning of the Cecil VOR. The FAA also proposed to amend Class D airspace and Class E airspace extending upward from 700 feet or more above the surface by recognizing the name changes of Jacksonville NAS (Towers

Field), (previously Jacksonville NAS), and Herlong Recreational Airport, (previously Herlong Airport), and Jacksonville Executive Airport at Craig, (previously Craig Municipal Airport), Jacksonville, FL. Also, the geographic coordinates of these airports would be adjusted to coincide with the FAA's aeronautical database. In addition, the FAA proposes to replace the outdated term Airport/Facility Directory with the term Chart Supplement in the associated Class D airspace legal descriptions for these airports.

Class D airspace designations, Class E airspace areas designated as an extension to a Class D or E surface area, and Class E airspace areas extending upward from 700 feet or more above the surface are published in Paragraphs 5000, 6004, and 6005, respectively of FAA Order 7400.11D, dated August 8, 2019, and effective September 15, 2019, which is incorporated by reference in 14 CFR 71.1. The Class D and E airspace designations listed in this document will be published subsequently in the Order.

### **Regulatory Notices and Analyses**

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore: (1) is not a "significant regulatory action," under Executive Order 12866; (2) is not a "significant rule," under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is

certified that this proposed rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

### **Environmental Review**

This proposal will be subject to an environmental analysis in accordance with FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures" prior to any FAA final regulatory action.

### **Lists of Subjects in 14 CFR Part 71**

Airspace, Incorporation by reference, Navigation (air).

### **The Proposed Amendment**

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR part 71 as follows:

### **PART 71 -DESIGNATION OF CLASS A, B, C, D, AND E AIRSPACE AREAS; AIR TRAFFIC SERVICE ROUTES; AND REPORTING POINTS**

1. The authority citation for part 71 continues to read as follows:

**Authority:** 49 U.S.C. 106(f), 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389.

#### **§71.1 [Amended]**

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.11D, Airspace Designations and Reporting Points, dated August 8, 2019, and effective September 15, 2019, is amended as follows:

Paragraph 5000. Class D Airspace.

\* \* \* \* \*

**ASO FL D Jacksonville Cecil Airport, FL [New]**

Cecil Airport, FL

(lat. 30°13'07"N., long. 81°52'38"W.)

Jacksonville NAS (Towers Field), FL

(lat. 30°14'01"N., long. 81°40'34"W.)

Whitehouse NOLF, FL

(lat. 30°20'58"N., long. 81°52'01"W.)

Herlong Recreational Airport, FL

(lat. 30°16'40"N., long. 81°48'21"W.)

That airspace extending upward from the surface to and including 2,600 feet MSL, within a 4.3-mile radius of Cecil Airport; excluding that airspace within the Jacksonville NAS Class D airspace area, excluding that airspace north of a line from lat. 30°17'11" N., long. 81°54'22" W. to lat. 30°16'58" N., long. 81°50'19" W., which abuts the Whitehouse NOLF Class D airspace, and excluding that airspace within a 1.8-mile radius of Herlong Recreational Airport. This Class D airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Chart Supplement.

**ASO FL D Jacksonville Whitehouse NOLF, FL [Amended]**

Whitehouse NOLF, FL

(lat. 30°20'58"N., long. 81°52'01"W.)

Cecil Airport, FL

(lat. 30°13'08"N., long. 81°52'38"W.)

Herlong Recreational Airport, FL

(lat. 30°16'40"N., long. 81°48'21"W.)

That airspace extending upward from the surface to and including 2,600 feet MSL, within a 4.3-mile radius of Whitehouse NOLF, excluding that airspace within a 1.8-mile radius of Herlong Recreational Airport and that airspace south of a line from lat. 30° 17'11" N., long. 81°54'22" W. to lat. 30°16'58" N., long. 81°50'19" W., which abuts the Jacksonville Cecil Airport Class D airspace. This Class D airspace area is effective during the specific days and times established in advance by a Notice to Airmen. The effective days and times will thereafter be continuously published in the Chart Supplement.

**ASO FL D Jacksonville Executive Airport at Craig, FL [New]**

Jacksonville Executive Airport at Craig, FL

(lat. 30°20'11"N., long. 81°30'52"W.)



Mayport NAS, FL  
(lat. 30°23'29"N., long. 81°25'28"W.)

That airspace extending upward from the surface to and including 2,500 feet MSL within a 4.2-mile radius of Jacksonville Executive Airport at Craig; excluding the portion northeast of a line connecting the 2 points of intersection with a 4.2-mile radius circle centered on Mayport NAS, FL. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Chart Supplement.

**ASO FL D Jacksonville Cecil Field, FL [Removed]**

**ASO FL D Jacksonville Craig Municipal Airport, FL [Removed]**

Paragraph 6004. Class E Airspace Designated as an Extension to Class D or E Surface Area.

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**ASO FL E4 Jacksonville Cecil Field, FL [Removed]**

Paragraph 6005. Class E Airspace Areas Extending Upward from 700 feet or More Above the Surface of the Earth.

\* \* \* \* \*

**ASO FL E5 Jacksonville, FL [Amended]**

Jacksonville International Airport, FL  
(lat. 30°29'39"N., long. 81°41'16"W.)

Jacksonville NAS (Towers Field), FL  
(lat. 30°14'01"N., long. 81°40'34"W.)

Cecil Airport, FL  
(lat. 30°13'08"N., long. 81°52'38"W.)

Jax Executive Airport at Craig, FL  
(lat. 30°20'11"N., long. 81°30'52"W.)

Mayport NAS, FL  
(lat. 30°23'29"N., long. 81°25'28"W.)

Whitehouse NOLF, FL  
(lat. 30°20'58"N., long. 81°52'01"W.)

That airspace extending upward from 700 feet above the surface within a 10-mile radius of Jacksonville International Airport and within the 7-mile radii of

Jacksonville NAS (Towers Field), Cecil Airport, Jacksonville Executive Airport at Craig, Mayport NAS and Whitehouse NOLF.

Issued in College Park, Georgia, on **December 5, 2019**.

**RYAN ALMASY,**  
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